



# Submission for the Virginia Rail Enhancement Fund – FY09



Fredericksburg - DC 3<sup>rd</sup> Main Track

February 1, 2008

# **VIRGINIA RAIL ENHANCEMENT FUND**

## **APPLICATION**

### **FREDERICKSBURG TO DC THIRD MAIN TRACK**

**CSX Transportation**

February 1, 2008

# **CSX Transportation**

February 1, 2008

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## Rail Enhancement Fund Project Application Form

Internal Use

DRPT Tracking #

Date: **February 1, 2008**

### A. Name of Applicant (Name and Address)

CSX Transportation, Inc.  
500 Water Street  
Jacksonville, FL 32202

### Applicant type:

- ☐ Passenger Railroad
- ☒ Freight Railroad
- ☐ Locality
- ☐ Business
- ☐ Other \_\_\_\_\_

### B. Contact Information:

Responsible Person/Title: Jay Westbrook, AVP Public-Private Partnerships, Mail Stop J-315

Telephone: 904-359-3568 Fax: 904.359.1373 Email: Jay\_Westbrook@csx.com

Project Manager/Title: Gary Kujala, Director Transportation Projects, Mail Stop J-340

Telephone: 904.359.1215 Fax: 904.366.4005 Email: Gary\_Kujala@csx.com

### C. Project Title: Fredericksburg to DC Third (3<sup>rd</sup>) Main Track

### D. Project Location:

- Crossroads to Hamilton, CSXT RF&P Subdivision, MP CFP 53.2 – 55.7 (2.5 miles)
- Dahlgren Junction to Arkendale, CSXT RF&P Subdivision MP CFP 61.1 – CFP 73.0 (11.9 miles)
- Powells Creek to Ravensworth, CSXT RF&P Subdivision, CFP 83.5 – CFP 98.3 (14.8 miles)

### E. Owner of Property/Right-of-Way/Facility/Personal Property:

CSX Transportation, Inc.

### F. Responsible Party for Continuous Maintenance of Project:

CSX Transportation, Inc.

## **G. Project Information:**

### **1) Description of Project:**

This project proposes to complete the remaining segments of the 3<sup>rd</sup> main track in the Virginia Railway Express service area from Fredericksburg to Washington, DC's Potomac River.

These incremental 3<sup>rd</sup> main track segments include:

- Fredericksburg XR, CFP 53.2, to Hamilton, CFP 55.7 – 2.5 miles – Build 3<sup>rd</sup> main track;
- Fredericksburg FB, CFP 58.8, to Dahlgren Junction, CFP 61.1 – 2.3 miles – Build 3<sup>rd</sup> main track;
- Dahlgren Junction, CFP 61.1, to Arkendale, CFP 73.0 – 11.9 miles -- Build 3<sup>rd</sup> main track; and,
- Powells Creek, CFP 83.5, to Ravensworth, CFP 98.3 – 14.8 miles

This project would include a first year allocation for 30% engineering, environmental evaluation and preparation of permit documentation. Subsequent years' allocations would fund final design engineering permitting and construction.

CSX Transportation will work cooperatively with the Virginia Department of Rail and Public Transportation on long-term access, appropriate compensation that includes an on-time performance incentive component and the addition of passenger trains into slots created by the addition of a 3<sup>rd</sup> main track.

### **2) Project Objective:**

The project objective is to increase capacity, significantly reduce delays and improve reliability for Virginia Railway Express, Amtrak, and CSXT trains by completing a 3<sup>rd</sup> main track on the VRE service territory south of the Potomac River.

### **3) Relationship to Other Projects under Development by Applicant or Previously Funded by this Program:**

This application complements the projects funded by the Virginia Transportation Act of 2000. Together these projects serve as an example of how well-planned, comprehensive investment in rail infrastructure can support personal mobility and economic development while furthering national and state transportation goals and improving safety and environmental practices. Designation and implementation also will help relieve the growing congestion caused by increased freight and passenger rail volume.

If this application and others being submitted this year by CSXT are collectively approved, they will have a substantial, positive impact on freight and passenger service by providing faster, more reliable service for passengers and freight shipments. The end result: a stronger transportation infrastructure to support Virginia's competitive position in the global marketplace.

Virginia Railway Express is requesting Rail Enhancement funding this year to complete final design on that segment of the third main between Powells Creek and Arkendale.

In addition, final design is currently underway and construction is expected to begin this year on that portion of the third main between Alexandria-Franconia and Ravensworth and also between Fredericksburg and Hamilton.

CSXT is also requesting Rail Enhancement funding this year to:

- Improve intermodal capacity and service from Suffolk by adding capacity at Kilby and clearing overhead obstructions along the I-95 Corridor
- Expand Virginia's I-95/I-64 passenger rail system with a bypass of Acca Yard to both Centralia and Newport News.

The synergies of these projects would greatly enhance Amtrak inter-city and VRE commuter passenger service as well as CSXT freight service to and through Virginia.

**4) Describe the Public Benefit of Project. Identify significant types of benefits and beneficiaries from this project. (See Attachment A)**

The Washington, D.C. to Richmond rail corridor represents an excellent opportunity for the Commonwealth to utilize rail to reduce traffic congestion and truck traffic in the I-95 corridor where road expansion is very challenging due to cost and environmental concerns.

The integrated three-track system would greatly facilitate train operations by permitting train movements in both directions while a train is stopped at a station or otherwise occupying one of the three tracks.

Benefits from investments, both public and private, in rail infrastructure accrue to many different groups. These groups include both users and non-users of the rail system. Benefits from investment in a 3rd main track between Washington, DC and Richmond include reduced roadway congestion and maintenance, improved safety and environmental quality, increased ridership for passenger rails, improved reliability for shippers and passengers, and lower operating costs for freight railroads.

**5) Attachment A – Project Data Information Form – Must be completed by Applicant and submitted with this application.**

**H. Type of Project:**

- 1)    ☒ New Construction    ☐ Rehabilitation    ☐ Study
- 2)    ☒ Rail Infrastructure    ☐ Rail Facility/Station
- ☐ Equipment/Rolling Stock    ☒ Signals/Communication Equipment
- 3)    Other \_\_\_\_\_

**I. Application Scope of Work Covers:**

☐ Entire Project    ☒ A Phase of a Multi-Phase Project    ☐ Completion Phase

**J. Project Budget Summary:**

Preliminary Service, Engineering, or Feasibility Study	\$ _____
Environmental Evaluation	<u>\$ 730,000</u>
Design Engineering	<u>\$2,920,000</u>
Right of Way Acquisition	_____
Construction	_____
Construction Management	_____
Lease/Acquisition of Equipment	_____
Public Involvement (if applicable)	_____
Other _____	_____
 Subtotal Project Budget	 \$3,650,000
 Total Project Budget	 \$3,650,000

**K.** Attach detailed budget and schedule information. If the project is for final design, construction or procurement; then plans, specifications and reports to a preliminary engineering level (approximately 30%) should be provided to support the project cost and major features (if applicable). A sample budget and schedule is included in Appendix D.

**L.** Rail Enhancement Funds Requested in this Application: \$ *To be determined cooperatively with VDRPT*

**Maximum 70% of Total Project Budget. Do not include any previous allocations or future phases.**



**M. Local Match Required by Applicant: \$*To be determined cooperatively with VDRPT***  
**At least a minimum 30 % of Total Project Budget**

**If Overmatch, Provide Percentage**      *To be determined*

**1) Match Breakdown by Source (Including any in-kind match)**

- a. Provider of Local Match      *To be determined*
- b. Status (confirmed/anticipated) *To be determined*
- c. Attach justification for value of in-kind match.

**2) Other Funding Sources Beyond Match Requirement**

- a. Provider of Overmatch      *To be determined*
- b. Status (confirmed/anticipated)      *To be determined*

**N. Project implementation schedule (based in months). List major milestones of the project, including environmental review and public involvement points if applicable.**

**O. Statement of how this project promotes or does not preclude dual/multi-access use.**

The project would greatly enhance fluidity, reliability and on time performance for existing and additional Amtrak passenger service as well as CSXT freight service.

**P. List additional users of rail line, facility, and/or equipment.**

Amtrak, Virginia Railway Express

**Q. Identify any possible environmental or other issues/concerns within the scope of this project.**

The net environmental impact of this and other CSXT projects proposed for funding this year will be positive: a more efficient rail network alleviating highway congestion, reducing fuel consumption and offsetting the need for additional highway construction. As a conscientious corporate citizen of Virginia, CSXT is vigilant in its efforts to protect the environment in and around its operations throughout the state. However, details of any environmental issues within the scope of this project will be determined through the preliminary engineering process.

**Required Attachments:**

*Application is not complete without items 1-5 completed by the Applicant and submitted with the Application.*



- 1. Attachment A - Project Data Information Form (Provided)**
- 2. Attachment B - Application Checklist (Provided)**
- 3. Detailed cost, budget and schedule. Include preliminary engineering to 30% report, if applicable (Sample in Appendix D)**
- 4. Certification of Match/% of Match/Documentation of Source of Match Including Defined Match Source (To be provided by Applicant)**
- 5. Certification of Additive Investment (To be provided by Applicant)**
- 6. Statement from the Applicant/Owner of the facility that the SWAM participation goals will be achieved by the project.**
- 7. Statement from the owner of the facility that acknowledges the Commonwealth will have a public interest in the facilities, materials, equipment and improvements funded or impacted by this project (To be provided by Applicant/Owner)**

**Application and Attachment Certification**

To the best of my knowledge all information contained in this application and its attachments is true. The information provided to the Virginia Department of Rail and Public Transportation (DRPT) is subject to full disclosure except where protected by Virginia Code. Any additional documentation related to this application will be provided to DRPT upon request.

**Authorized Signature and Title:**

  
\_\_\_\_\_

Date: JAN 31, 2008



## **Completed Application Submission Information**

One signed original, twelve copies, and an electronic copy in pdf format of the completed application and required documentation must be mailed under applicant cover to:

Director  
Virginia Department of Rail and Public Transportation  
1313 East Main Street, Suite 300  
Richmond, VA 23219



## Rail Enhancement Fund Project Application

Internal Use

DRPT Tracking #

### Attachment A Project Data Information Form

Date: 2/1/2008

#### Name of Applicant and Project

CSX Transportation, Inc. – Fredericksburg to DC Third Main Track

**General Instructions:** Please complete the following forms that apply to the project application.

- For Freight Service projects, complete forms A1, A2 and A5
- For Intercity/Amtrak passenger projects, complete forms A1, A3 and A5
- For Commuter/VRE passenger projects, complete forms A1, A4 and A5
- For projects that involve benefits to both freight and passenger projects, form A1 and forms A2-A4 that apply must be completed. For each completed form A2-A4, a form A5 must be completed for each category for projects resulting in multiple project benefits.

#### Terms:

**Project Cost and Construction Period:** Form A1 shall be completed with total project cost by year of expenditure with total DRPT cost identified by year of expenditure. This section must be completed for all project applications.

**Demand Characteristics:** This category of information relates to the additional demand for rail service (including freight and passenger) due to the project. This additional demand must be over and above baseline conditions that currently exist. The specific data to enter here defines initial demand, steady state demand, and the years until steady state demand is achieved.

**Steady State Demand:** This term refers to the point at which the project benefits/demand have reached a long-term, sustainable level.

**Project Impact on Travel Distance:** This category of information includes the distance that would be traveled by vehicle or train. All distances should be limited to miles within Virginia. The distance should relate directly to the project-impacted area.

**Demand Characteristics for a 15-year Performance Period:** This term refers to the project output by performance year, which will be utilized to determine the public benefits and to determine the performance requirements over the 15-year Performance Period of the Grant Agreement.

# **Attachment A** **Form A1 – Project Cost and Construction Period**

**First Construction Year** \_\_\_\_\_

**Last Construction Year** \_\_\_\_\_

<b>Year</b>	<b>Total Project COST</b>	<b>Total DRPT COST</b>
Year 1	\$3,650,000	<i>To be determined cooperatively with VDRPT</i>
Year 2		
Year 3		
Year 4		
Year 5		
<b>Total</b>	<b>\$3,650,000</b>	<i>To be determined cooperatively with VDRPT</i>

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A**  
**Form A2 – Freight Service**

**(Note: CSXT and VDRPT will work cooperatively to establish Values)**

Demand Characteristics	CATEGORY	UNITS	VALUE
	Steady state demand – diversion of freight to rail (from trucks)	Carloads/Year	
	First year of diversion	Carloads/Year	
	Number of years until steady state	Number of Years	

Project Impact on Travel Distance	CATEGORY	UNITS	VALUE
	Rail miles in Virginia (Existing routing before project)	Miles	
	Rail miles in Virginia (routing after project completion)	Miles	
	Number of years until steady state	Miles	

Conversions	CATEGORY	UNITS	VALUE
	Railcars per Train	Railcars/Trains	
	Rail tons per Railcar	Tons/Railcar	
	Trucks per Railcar	Trucks/Railcar	

Other	CATEGORY	UNITS	VALUE
	Change in Daily Delay for Freight Trains	Railcars/Trains	
	Reduction in Number of Rail At-Grade Crossings	Tons/Railcar	

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

## Attachment A

### Form A3 – Passenger Service – Intercity/Amtrak

(Note: CSXT and VDRPT will work cooperatively to establish Values)

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual Amtrak Passengers (Existing)	Passengers/Year	
	Steady State Demand – Additional Amtrak Passengers	Passengers/Year	
	First Year Number of Additional Passengers	Passengers/Year	
	Number of Years Until Steady State	Number of Years	

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	Amtrak Passenger Trip Length (Existing)	Miles	
	Amtrak Passenger Trip Length (After Project Completion)	Miles	
	Amtrak Travel Time Per Trip (Existing)	Minutes	
	Amtrak Travel Time Per Trip (After Project Completion)	Minutes	

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.

**Attachment A**  
**Form A4 – Passenger Service – Commuter/VRE**

**(Note: CSXT and VDRPT will work cooperatively to establish Values)**

Demand Characteristics	CATEGORY	UNITS	VALUE
	Annual VRE Passengers (Existing)	Passengers/Year	
	Steady State Demand – Additional VRE Passengers	Passengers/Year	
	First Year Number of Additional Passengers	Passengers/Year	
	Number of Years Until Steady State	Number of Years	

Project Impact on Travel Distance & Time	CATEGORY	UNITS	VALUE
	VRE Passenger Trip Length (Existing)	Miles	
	VRE Passenger Trip Length (After Project Completion)	Miles	
	VRE Travel Time Per Trip (Existing)	Minutes	
	VRE Travel Time Per Trip (After Project Completion)	Minutes	

Use Form A-5 to provide demand characteristics for the 15-Year Performance Period.



**Attachment A**  
**Form A5 – Demand Characteristics for 15-Year Performance Period**  
**(Note: CSXT and VDRPT will work cooperatively to establish Values)**

Performance Year	Performance Value*
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
14	
12	
13	
14	
15	
Total	

\* For Freight Service Projects – car loads or containers per year  
For Inter-City / Amtrak Passenger Projects – passengers per year  
For Commuter / VRE Passenger Projects – passengers per year



**Rail Enhancement Fund  
Project Application Checklist  
Attachment B**

Date: 2/1/2008

**Name of Applicant and Project:**

CSX Transportation, Inc. – Fredericksburg to DC Third main track

**Checklist for Application**

1. Project is consistent with goals of applicable adopted state, regional and/or local plans.

☒ Yes ☐ No

2. Project is an Additive Investment to Virginia.

☒ Yes ☐ No

3. Project provides for, or does not preclude, shared or dual access opportunity.

☒ Yes ☐ No

4. Applicant has provided documentation and certification of at least a minimum 30% match.

☐ Yes ☐ No

(To be determined cooperatively with VDPRT)

5. Applicant has provided an environmental review plan and/or public involvement plan, if applicable, and required budget for this activity as outlined in Appendix D.

☒ Yes ☐ No

6. Application is complete, including signature and specified number of hard copies and an electronic (pdf file) copy; and Applicant has reviewed the Standard Agreement as provided in Appendix C.

☒ Yes ☐ No

**Preliminary Engineering Estimate**

1/28/2008

**Virginia Rail Enhancement Fund**

PROJECT NO. 3	Environmental	PE Costs Only	Total
XR to Franconia (29.2 miles)	\$730,000	\$2,920,000	\$3,650,000
<b>TOTAL EST. COST</b>	\$730,000	\$2,920,000	<b>\$3,650,000</b>

## Schedule for Notice to Proceed - Planning and Design

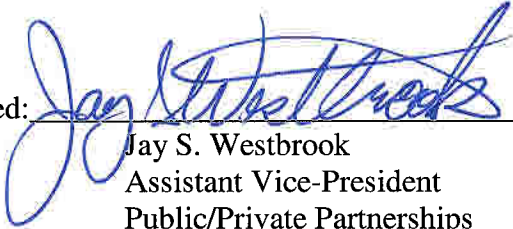
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CERTIFICATION OF ADDITIVE INVESTMENT  
FOR  
FREDERICKSBURG TO DC THIRD MAIN TRACK

I, Jay S. Westbrook, as Assistant Vice-President, Public/Private Partnerships for CSX Transportation, Inc. ("CSXT"), hereby certify that CSXT is pursuing the Fredericksburg to DC third main track due to the availability of seventy percent matching funds from the Commonwealth of Virginia. The proposed project is an additive investment that either is beyond CSXT's current capital plan and/or will accelerate rail infrastructure improvements as of the date set forth below.

This certificate is hereby provided to satisfy Item 5 of the Required Attachments section of the Virginia Department of Rail and Public Transportation Rail Enhancement Fund Project Application Form.

Signed: \_\_\_\_\_

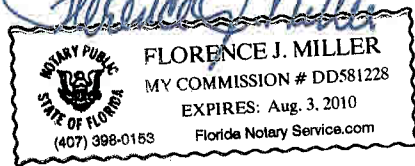


Jay S. Westbrook  
Assistant Vice-President  
Public/Private Partnerships  
CSX Transportation, Inc.

Date: \_\_\_\_\_



Notary: \_\_\_\_\_

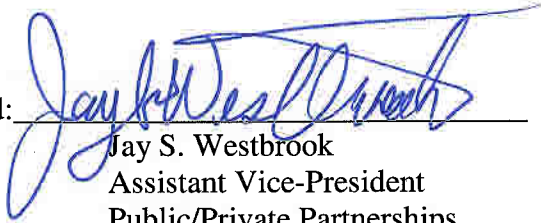


ACKNOWLEDGEMENT OF PUBLIC INTEREST  
FOR THE  
FREDERICKSBURG TO DC THIRD MAIN TRACK

I, Jay S. Westbrook, as Assistant Vice-President, Public/Private Partnerships for CSX Transportation, Inc. ("CSXT"), hereby acknowledge that the Commonwealth of Virginia will have a public interest in the Fredericksburg to DC third main track. The Commonwealth of Virginia shall have a continued residual interest in the improvement of the CSXT property provided under the project. CSXT acknowledges and agrees that any improvements provided by this project may be placed on CSXT property. If, for any reason, the public benefit of the project no longer exists, CSXT shall have the option of retaining, or, at the entire cost of the Commonwealth, of removing, or of requiring the removal of, all or any portion of any improvements made under the project and of restoring CSXT's property and facilities to their original condition (ordinary wear and tear excepted), following such removal. If CSXT elects to retain all or any portion of the improvements for continued rail service, then CSXT shall pay to the Department the amount by which the then net salvage value of such improvements exceeds the removal and restoration costs otherwise to be incurred by the Commonwealth.

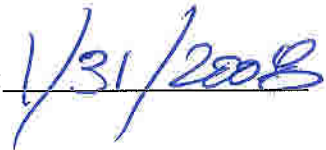
This acknowledgement is hereby provided to satisfy Item 7 of the Required Attachments section of the Virginia Department of Rail and Public Transportation Rail Enhancement Fund Project Application Form.

Signed: \_\_\_\_\_



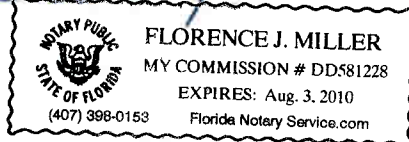
Jay S. Westbrook  
Assistant Vice-President  
Public/Private Partnerships  
CSX Transportation, Inc.

Date: \_\_\_\_\_



Notary: \_\_\_\_\_






**STATEMENT FROM THE APPLICANT/OWNER OF THE FACILITY  
THAT THE SWAM PARTICIPATION GOALS WILL BE ACHIEVED BY  
THE FREDERICKSBURG TO DC THIRD MAIN TRACK PROJECT**

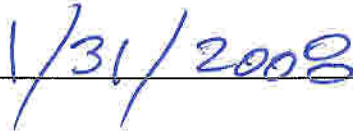
To Whom It May Concern:

I hereby certify that the Fredericksburg to DC Third Main Track Project will, whenever it is possible, comply with the Small, Women, and Minority (SWAM) enterprises participation goals established for the Rail Enhancement Fund Program.


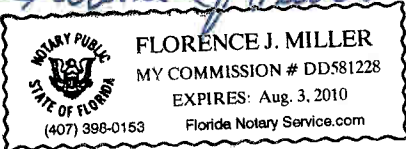
Signed: \_\_\_\_\_

  
Jay S. Westbrook  
Assistant Vice-President  
Public/Private Partnerships  
CSX Transportation, Inc.

Date: \_\_\_\_\_



Notary: \_\_\_\_\_



[illegible]

